## Amendments to the Specification:

Please delete lines 1-6 of page 1 following the title "SPECIFICATION".

Please delete lines 1-4 of page 2 starting from "CROSS" and ending with "Applicable".

Please replace the paragraph bridging pages 7 and 8 with the following rewritten paragraph:

Each carrier pin 34, being anchored in the carrier flange 32 at its fixed end and otherwise projecting beyond the flange 32, is cantilevered from the flange 32. The race sleeve 54 that surrounds the pin 34 is fitted to the head 42 at opposite or free end of the pin 34 and doubles back over the pin 34, so that the sleeve 54 and the inner race 52 of which it is apart is cantilevered from the free end of the pin 34. To this end, the race sleeve 54 has a through bore 60, which at its one end receives the enlarged head 42 on the pin 34. An interference fit exists between the head 42 and the surface of the bore 60 in the sleeve 54 and the end of the head 42 lies flush with the end of the sleeve 54. Here the pin 34 and sleeve 54 are joined together along a circular weld 62 (Fig. 2). Beyond the head 42 the surface of the bore 36 is spaced from the shank 40 of the pin 34, thus providing the second cantilever. The sleeve 54 projects through the interior of the planet gear 6 and here is provided with two tapered raceways 64 and 66, and an intervening surface 67 between the raceways 64 and 66. The raceway [65] 64 is located farthest from the head 42, while the raceway 66 is located generally around the head 42, with its small diameter end and the beginning of the head 42 being at generally the same axial location. The raceway 64 is presented toward the raceway 20 on the gear 6 and tapers in the same direction, whereas the raceway 66 is presented toward the raceway 22 on the gear 6 and tapers in the same direction as that raceway. Thus, the two raceways 64 and 66, like the raceways 20 and 22, taper downwardly toward each other. The intervening surface 67 is larger than the small ends of the raceways 64 and 66 and enhances the rigidity of the sleeve 54. At the large end of the raceway 64, the race sleeve 54 has a thrust rib 68 which is formed as an integral part of the sleeve 54. It projects axially slightly beyond the end face 26 of the gear 6 and radially to provide a rib face along the large end of the raceway 20. The other raceway 66 at its large end merges into a short cylindrical surface 70 of no greater diameter. The surface 70, in turn, leads out to a rabbet in the opposite end of the sleeve 54, that rabbet being formed by a cylindrical end surface 72 of lesser diameter and a shoulder 74 located between the two cylindrical surfaces 70 and 72.